

## AMERICAN CAPITAL WELCOME IN RUSSIA

Head of Soviet Bureau in  
Berlin Tells of Vast  
Concessions.

BAKU OIL, DONETZ COAL

Bolsheviks Ready to Turn  
Over Forests for Paper  
Factories.

BERLIN AND LONDON BITE

Few American Queries, How-  
ever, for Investment in  
Russian Prospects.

Special Cable to THE NEW YORK HERALD.  
Copyright, 1921, by THE NEW YORK HERALD.  
New York Herald Bureau,  
Berlin, Sept. 10.

American capital is needed and wel-  
come in the reconstruction of Russia,  
Boris Stomoniakoff, head of the Soviet  
Commercial Bureau, told THE NEW  
YORK HERALD correspondent here  
to-day.

"The regions where Americans  
might receive concessions are exten-  
sive," he said. "They include oil fields  
and naphtha in the Baku region and  
iron and coal mines in the Donetz and

Ural regions. We are ready to give  
forest concessions, with facilities for  
paper making and cellulose factories.  
The Soviet Government divides con-  
cessions into the development of nat-  
ural resources and manufacturing and  
refining."

**Oil Concessions Offered.**  
Americans, M. Stomoniakoff believed,  
would seek the larger returns to be had  
in the development of natural resources.  
He admitted important negotiations  
were now being conducted with groups  
in Berlin and London concerning oil and  
other concessions, but said there were  
few American queries.

He said the concessions ran from two  
to twenty and up to twenty-nine years,  
varying with the amount of outside cap-  
ital invested. Foreign capitalists and  
manufacturers will be given freedom to  
exploit the concessions and export their  
wares, the Soviet Government taking  
its payment for the concessions in goods,  
he said. Foreign concessioners, he  
added, would not have direct access to  
the Russian domestic market, but would  
be obliged to deal with the Soviet Gov-  
ernment.

He intimated that greater freedom  
probably would be given later, follow-  
ing general trade relaxations through-  
out Russia. Asked what securities the  
Soviet Government offers, he replied:  
"That is a question which is constantly  
asked. The best security is the vital  
interest of the Russian people and of  
the Soviet Government to have home  
industry again developed and to secure  
goods. We answer foreign capitalists  
who insist on our depositing gold securi-  
ties abroad that had we the available  
gold we would not seek their partici-  
pation."

**Soviet to Protect Contracts.**  
The Soviet Government, M. Stomoniakoff  
said, assumes the obligation of pro-  
tecting the property of contract holders.

When asked what would happen should  
the workers commit sabotage and jus-  
tify their acts by the principles of So-  
viet Government, he answered that the  
contract holders would receive protec-  
tion if they remained within their con-  
tract rights.

"And the labor conditions and the  
trade unions?" he was asked.  
These conditions, he insisted, are not  
excessive. He said German concession-  
aries declared Russian trade unions al-  
lowed industry about the same freedom  
they have in Germany. He mentioned  
the Swedish concession holders, who  
have retained their former property as  
concessions and are now operating it.

"The Soviet Government is a workers'  
government," M. Stomoniakoff said,  
"but it recognizes the need of capital-  
istic support and is ready to make the  
necessary sacrifices."  
"Wouldn't the Soviet trade control be  
a serious restriction?" he was asked.  
"The Russian people are so short of  
all wares," he replied, "that Govern-  
ment control of home trade is mo-  
mentarily essential to prevent the few  
remaining wares from being wasted  
through feverish exchange for outside  
essentials."

M. Stomoniakoff hinted that Soviet  
Russia might recognize the country's  
prewar debts if an opportunity were  
given her to enter world trade again.

**Passport Difficulties.**  
Trading with the Baltic States and  
Russia is exceedingly difficult, accord-  
ing to a prominent American business  
man who has returned from Riga to  
Berlin. The American authorities in-  
sist on the delivery of a person's pas-  
port to them before that person enters  
Russia, but the Soviet Government in-  
sists that Americans must enter with  
a passport in order to receive protec-  
tion.

Because of failure first to get a visa  
from a mushroom Baltic State the Amer-  
ican Consul at Riga refused to give the  
business man a visa to return to Ger-  
many while the Germans are instructed  
not to grant an American a visa without  
previous American consular authoriza-  
tion. Bitter complaints are being regis-  
tered here because of such conflicting  
instructions.

Business travel is complicated because

petty Baltic States retaliate for Amer-  
ica's \$10 passport law by demanding  
\$10 for each visa, thus obliging a  
traveler to pay a total of \$40 for visas  
to go from Berlin to Riga. The Poles  
also insist on a visa in the Danzig cor-  
ridor. Present restrictions surpass even  
those in war time, business men com-  
plain.

The Germans in preparing the way for  
trade with Russia concluded a railroad  
agreement on August 29 with Lithuania  
and Lithuania. Now food can pass  
from German stations direct to the  
Russian border at Riga and other border  
cities without examination. There it is  
necessary to transfer the goods owing  
to the wider gauge of the Russian lines.

**OUTCAST ELDERBERRY  
RESPECTED FOR WINE**  
Vines Long Regarded as Pests  
Now Cherished on Farms.

Special Despatch to THE NEW YORK HERALD.  
PONTIAC, Mich., Sept. 10.—Prohibition  
has created a new farm crop for Michi-  
gan. The humble elderberry, long re-  
garded as a pest on Michigan farms  
because of its habit of growing thickly  
in fence rows, has come into its own.  
The purchasers do not pretend they have  
suddenly discovered its value for wine,  
but openly announce they desire it for  
wine making.

Whereas in former years the Michigan  
elderberries rotted by thousands of  
bushels ungathered, this year they com-  
manded as high as \$3 a bushel, stems  
and all—and the elderberry is prolific of  
stems.

The ease with which they are  
gathered, a bushel requiring only ten  
minutes to pick, and the luxuriance with  
which they thrive in poor soil and un-  
tended, have recommended the berries  
to many farmers, who are considering  
planting the bushes in all the nooks and  
corners of their property.

Berry hunters from the nearby cities  
have invaded every outlying section of  
the State this autumn and carried in the  
fruit. Many farmers have taken truck-  
loads of berries to the Detroit markets  
and found ready sale for them.

## NAVAL ACADEMY HAS FEW ENLISTED MEN

Number Entered Has Never  
Equalled the Maximum  
Quota Authorized.

63 JOIN CLASS THIS YEAR

Youths Generally Do Well in  
Studies and Lead in Ath-  
letics.

Special Despatch to THE NEW YORK HERALD.  
ANAPOLIS, Sept. 10.—It is the gen-  
eral opinion at the Naval Academy that  
the law providing for the appointment  
of a hundred members of the enlisted  
force of the navy and marine corps as  
midshipmen each year has failed to  
accomplish its purpose, which was to  
attract ambitious youths to enter the  
academy from these branches and to  
rise to the highest rank.

Not only is it true that the Naval  
Academy has never received the maxi-  
mum number in this way, but it is  
evident that few are of the kind ex-  
pected; that is, young men who have  
served in the enlisted ranks and who  
form a desire to become commissioned  
officers. The fact is that nearly all of  
those who enter this way are youths  
who are unable to obtain appointments  
in the usual way, and who enter the  
service only with the desire of getting  
over it as soon as possible and becom-  
ing midshipmen.

**63 Midshipmen This Year.**  
This year's class of midshipmen con-  
tains sixty-three, instead of a hundred  
who formerly served as enlisted men.  
It is very plain, and it is so stated by  
those in a position to know, that

very few of these have had any real ex-  
perience in the navy or Marine Corps  
or have been in a position to absorb  
much along the line of discipline and  
the spirit of the service. At no time  
during the five years the law has been  
in operation in its present form has the  
maximum number been reached. One  
year it was eighty, but in the other  
years it has been considerably below  
that figure.

Under the circumstances, it is likely  
that some amendment to the law will  
be proposed soon. It is known that most  
of those who enter the navy or Marine  
Corps with the idea of becoming mid-  
shipmen announce that fact promptly  
to their commanding officers, and they  
are given so much time for study that  
they have little to do with the drills and  
ordinary routine of the service. A plan  
to change this is being considered.

**Youths of Good Type.**

In spite of the fact that the results  
from the law are by no means what were  
expected, it has not worked badly in  
every particular. It has been shown  
that the youths who have the spunk to  
work for their admission to the Naval  
Academy in this way are generally of a  
good type, and a number of them have  
done exceptional work in studies and  
along other lines of activity at the in-  
stitution.

The class which graduated in June

of 1919 contained a remarkable number  
of its leading scholars who had been  
former enlisted men. Wesley McL.  
Hague of California, who had been of  
that status, led the class by a fine mar-  
gin, and two others, Raymond C. Ferris  
of Delaware and Lisle J. Maxson of  
Michigan, had also been members of  
the enlisted force of the navy.

The class which will be graduated in  
June, 1922, will, almost to a certainty,  
be led by Jerauld L. Olmstead, a former  
naval seaman. He has led his class by  
a big margin every year so far, and it  
is stated that if he maintains the aver-  
age of his first two years he will have  
the highest aggregate upon graduation  
of any one who has ever completed the  
Naval Academy course.

In athletics the showing of the for-  
mer enlisted men has been most re-  
markable, and their qualities of leader-  
ship are indicated by the fact that so  
many have been named as captains of  
the Naval Academy teams. Larson,  
captain of the football eleven, was for-  
merly a marine. Ault, captain of the  
basketball team, was a seaman, and  
Miller, captain of the boxers, was also  
of the naval service.

**New Australian Gold Rush.**

SYDNEY, Australia, Sept. 10.—A rich  
gold discovery is reported from Glen  
Innes and a rush has set in.

Advertisement.

## Will Radium at Last Open the Door of the Great Unknown?

If you are sick and want to Get Well and  
Keep Well, write for literature and tell  
How and Why this almost unknown and  
wonderful new element brings relief to so  
many sufferers from Rheumatism, Sciatica,  
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and other ailments. You wear the Radio-  
Active Solar Pad day and night, restoring  
your system, causing a healthy circulation,  
overcoming sluggishness, increasing the ac-  
tivity of the organs, and the best thing  
you know you are getting well. Put on a  
test proposition. You are thoroughly satis-  
fied it is helping you before the pad is  
yours. Nothing to do but wear it. No  
trouble or expense, and the most guaran-  
teed fact about the appliance is that it  
will help you. No matter how bad your ailment  
you try it at our risk.  
Call or write for full information and  
price.

New York Radium Appliance Co.  
542 Marbledge Bldg.,  
Broadway at 34th St., New York

An advertisement in the New York  
HERALD offers a real possibility of  
recovering your lost property.

# CHANDLER SIX

## NOW ONLY \$1785

### No Other Car Like the Chandler At Anything Like the Price

The Chandler Six has always been distinguished by its high quality and its low price. Today it is back to the 1913 price and it is a larger, finer car than ever before. Now as in 1913 both the car and the price defy comparison.

Eight years of constant refinement on the original chassis, backed by the investment of millions of dollars, have put the Chandler in the unassailable position it holds today. It is a most highly perfected automobile with a marvelous and world-famous motor and its price is far below anything that could even be compared with it.

Over 100,000 owners know the excellence of Chandler service. They know its never-failing, economical performance, its sturdy strength, its roominess and exceptional riding comfort even on the roughest roads.

Among the seven beautiful types of bodies mounted on the standard Chandler chassis you will find one that completely meets your requirements. Free from the freakish or extreme, they offer all the elements of style and quality found in the highest priced cars. They are beautiful in design and finish and luxurious in upholstery and appointment.

### Before You Buy Any Other Car, See the Chandler

#### Seven Beautiful Body Types

Seven-Passenger Touring Car, \$1785 Two-Passenger Roadster, \$1735 Four-Passenger Roadster, \$1785  
Four-Passenger Dispatch Car, \$1865 Seven-Passenger Sedan, \$2885 Four-Passenger Coupe, \$2785 Limousine, \$3385  
(Prices f. o. b. Cleveland, Ohio)

#### Cord Tires Standard Equipment

Farrell Auto Co.,  
Brooklyn

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Yonkers

Massoline Motor Car Co.,  
Jersey City

THE CHANDLER MOTOR CAR COMPANY

CLEVELAND, OHIO

### What a demonstration will show you about

## The FRANKLIN

**EASY STARTING:** no pushing of buttons or meshing of gears—simply turn a switch and the motor starts.

**EASY TO CONTROL:** being light, it gets under way quickly, stops quickly, and steers without effort.

**SIMPLE TO DRIVE:** automatic spark control, responsive brake, easy-acting clutch. If engine stalls accidentally, starter functions automatically.

**COMFORTABLE:** rides "softly"—light weight and flexibility iron out rough going, give roadability.

**SIMPLE TO CARE FOR:** no radiator to fill and fuss with; only three grease cups to fill; wick oiling system.

**FREE FROM TROUBLE:** averages but three punctures and less than one blowout in life of complete set of tires—12,500 miles. Air cooled, therefore never any cooling troubles of any sort.

#### ECONOMICAL—

20 miles to the gallon of gasoline  
12,500 miles to the set of tires  
50% slower yearly depreciation  
(National Averages)

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(Other types in proportion—all f. o. b. factory)

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